

1859 Re: *Missing I.A.F. PHALGUNA 1, 1885 (SAKA) Railway Budget—1860 Aircraft* *General Discussions*

Shri Sweel wants an answer to that simple question whether the Minister is going there.

**Shri Nanda:** The Government has to discharge its responsibility; whether through the person of the Minister or otherwise, it has to discharge it.

**The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan):** So far it has not been traced.

16:53 hrs.

MESSAGE FROM VICE-PRESIDENT  
DISCHARGING THE FUNCTIONS  
OF PRESIDENT

**Mr. Speaker:** I have to inform the House that I have received the following message dated the 20th February, 1964, from the Vice-President discharging the functions of the President:

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address I delivered to both the Houses of Parliament assembled together on the 10th February, 1964."

16:53½ hrs.

RE: MISSING I.A.F. AIRCRAFT

**Shri Bade (Khargone):** I want to have one information more. What has become of that plane which is missing? There are rumours that it is in Pakistan. I want to know whether they have got any information or not. We are very keen to know it.

**Mr. Speaker:** I will try to find out, or I will send word to the Defence Minister to find out if he has got any later information.

**An hon. Member:** The Deputy Minister is here.

**Mr. Speaker:** Has he got any information?

16:54 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION—contd.

**Shri Alvares (Panjim):** The hon. Minister for Railways has succeeded in presenting a Budget that has met with the approval of a large section of the community, but I do not think that on the performance and the prospects of the railways in future this optimism or complacency is justified. If they examine the issues more carefully from the point of view of performance or from the point of view of its financial implications or from the point of view of the vast labour complex of twelve lakhs of railway employees, I do not see any justification for the complacency that is shown there. It is only the other day that the Deputy Chairman of the Planning Commission had stated that the public sector enterprises should pay a minimum ten per cent dividend on capital-at charge. Government is investing large sums of money in public enterprises and this money should not be locked unfruitfully and public sector enterprises should come at least to the standard of profit that the private sector enterprises are showing today. Public sector enterprises are exempt from various forms of taxation of the corporate sector. This dividend shown by the railways does not therefore justify the complacency in regard to the discharging of its financial responsibility to the general revenues. That is why, when the net income of the Railways has dropped by about Rs. 7 crores since last year, this complacency

[Shri Alvares]

as regards the finances of the railways is entirely unjustified.

As regards the problem of transportation, the story is almost the same. Railways are experiencing a boom because of the intensive development of the infra-structure of our economy. As one hon. Member pointed out, the revenues from traffic provided by the development of the infra-structure are already tapering away, and in course of time the income from this source will be reduced to a very negligible one. When perspective planning is as important as planning for today, this important factor must be taken into consideration so that the Railways do not find themselves bereft of these revenues which are essential for the purpose of maintaining their own viability. In the course of the past few years, the Railways have witnessed a steady deterioration in the income from the transport of high-rated traffic. The Committee to study coal transportation suggested by the World Bank wanted the widening of the terms of reference so that a certain amount of co-ordination between railways and other forms of transport could be brought about, and further it has been made out that the Railways should gradually transfer a sizable section of the high-rated traffic to road transport, thereby perhaps depriving the railways of this rather comparatively lucrative income. If this process continues, and if the development of the infra structure does not provide necessary revenues, it is likely

that the Railways may find themselves in an alarming position. The picture that is presented today will not be justifiable entirely. It is, therefore, necessary for the Railways and the transport industry generally to take a deep look at these things,

17.00 hrs.

and to effect co-ordination here and now, whereby many of these pitfalls of the future can be avoided by a policy of Co-ordination. It is, therefore, my suggestion that Government should set up a Transport Commission, a statutory Transport Commission, in the form of an autonomous corporation so that the railways, the road transport and the waterways—all the forms of transport that they have in this country—may be run by this Transport Commission for the benefit of the country, for the purposes of cutting out inter-State competition and thereby neither affecting the development of road transport nor the expansion of rail transport industry.

**Mr. Speaker:** He might continue tomorrow.

17.01 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 21st February, 1964/Phalgun 2, 1885 (Saka).*